



# The HRC approach to sustainable and equitable transportation funding



# History of transportation packages

\*The state gas tax is 49.4-cents per gallon, one of the highest in the nation. This amount has failed to produce estimated revenues for the last three transportation project packages.

**Nickel (2003)** – \$1.9 billion in projected revenue with a 5-cent gas tax | Actual revenue: 10% underestimate

**TPA (2005)** – \$4.9 billion in projected revenue with a 9.5-cent gas tax | Actual revenue: 20% underestimate

**Connecting Washington (2015)** – \$11.5 billion in projected revenue with a 11.9-cent gas tax | WSDOT request more than \$1 billion and considerable delays

## Our Vision

Creating and maintaining a transportation system for all Washingtonians through sustainable funding without raising taxes

Our vision is **NOT** a 'transportation package'



# Revenue Snapshot for 2025-27

## Snapshot: Revenue Shift Estimate for the 2025-27 Biennium (in millions)

1	Sales tax on motor vehicles shifted to pay for preservation and maintenance of the current system.	2,200
2	Sales tax on transportation projects returned to the transportation budget.	1
3	Shift of removal of fish passage barriers to the general fund	714
4	Shift of multimodal programs to the general fund	226
5	Shift of AMTRAK to the general fund	80
6	Tax incentives paid for by the general fund	11
<b>Total</b>		<b>3,232</b>

Funding priorities:  
Restructuring current  
tax revenue  
distributions to  
stabilize transportation  
funding



## **2022 HRC solutions and legislation**

Barkis legislation: Shifts some transportation programs and activities to be funded by the general fund.

Examples: social services, fish passage and stormwater, public transit related grants, including AMTRAK.

## **HB 1603 - Reprioritizing Existing Appropriations for Longevity (REAL) Act**

Drivers shouldn't be paying for all other modes of transportation, programs, and social services



## **2022 HRC solutions and legislation**

MacEwen legislation: Starting July 1, 2022, shifts \$1 billion+ to the preservation and maintenance account.

This should help our rural areas and districts. There's also no new projects within the bill.

**HB 1604 - Sales tax on motor vehicles shifted to preservation and maintenance account**

There's an over \$1 billion per year backlog in maintaining the current transportation system.





## 2022 HRC solutions and legislation

Corry legislation: Creates a program at WSDOT to distribute funding to high-risk areas.

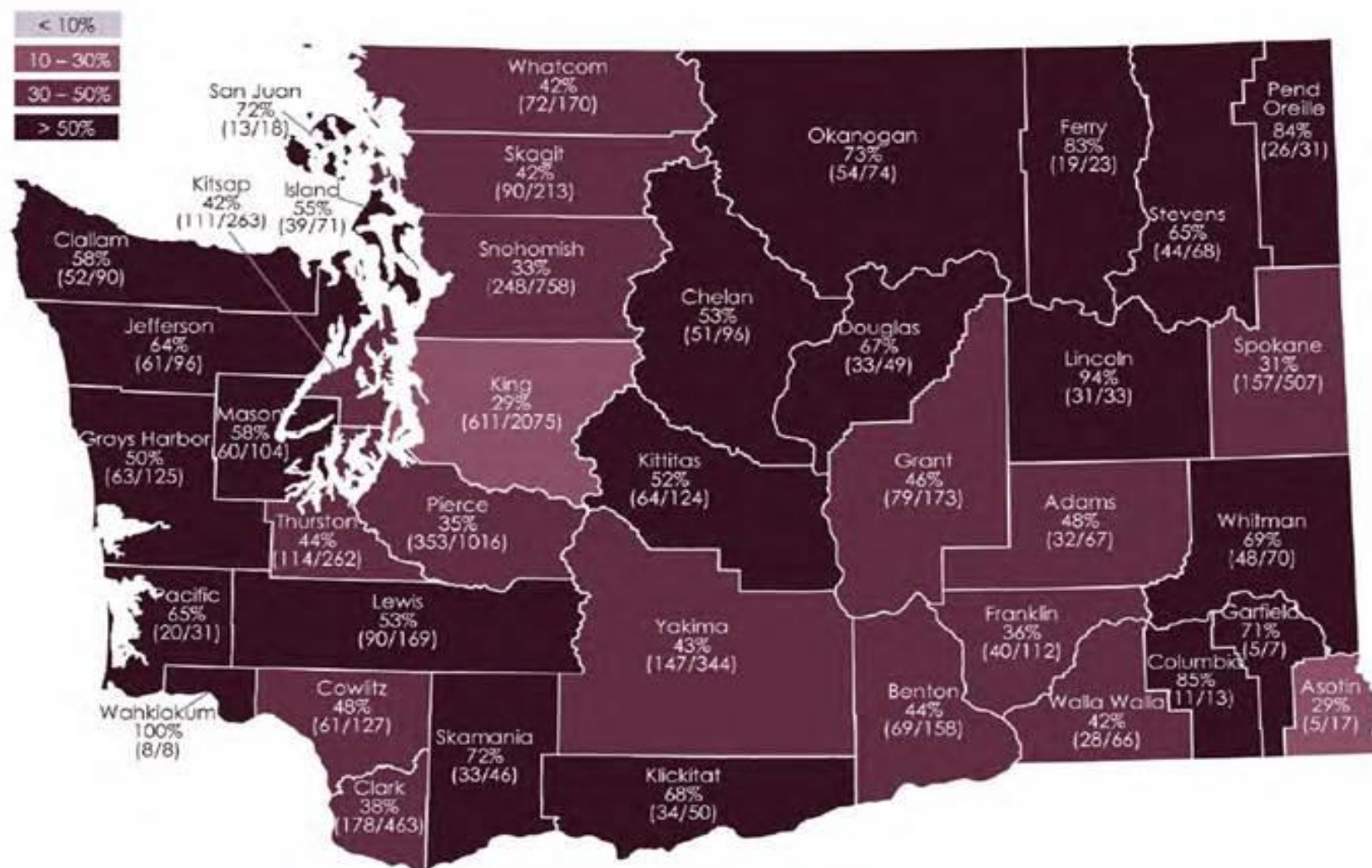
Funding amounts will be determined as part of the transportation budget process.

## HB 1605 - Rural lane departure safety program

48% of vehicle deaths are associated with cars going off the roadway.



# Percent of All Fatal and Serious Injury Crashes That Involved Lane Departures, by County (2015-2017)



## **2022 HRC solutions and legislation**

Rude legislation: Directs the executive branch to consider whether the Safe Routes to School Program would be better administered by OSPI.

It seeks better coordination for putting safe routes in at onset of new school construction.

## **HB 1607 - Shifting the Safe Routes to School program to OSPI**

This is one of many programs of shifting funding from the transportation budget to the general fund.





## 2022 HRC solutions and legislation

Barkis legislation: Creates and exemption from review under SB 5141 (2021 environmental justice bill) for transportation projects correcting fish barriers.

## HB 1606 - Fish passage barriers exempt from HEAL Act

Fish passage barrier corrections already correct environmental issues and social justice. There's no need to add additional layers to delay the process.



## 2022 HRC solutions and legislation

Caldier legislation: Directs the executive branch to identify the problems and correct them in future collective bargaining agreement.

## HB 1608 - Better conditions for new ferry workers

WSF has been directed to increase workforce diversity, but CBAs and the seniority system create barriers with historic disparate impacts.



## 2022 HRC solutions and legislation

Robertson legislation: Direct the JTC to conduct a study on the cost-benefit of the current system, while pausing purchases of vans for carpools, and remove requirements on employers.

## HB 1528 (2021) - COVID-19 pause on commute trip reduction

Since more workers are working from home, it's time to evaluate those impacts on travel and re-evaluate the commute trip reduction program.



## **2022 HRC solutions and legislation**

Orcutt legislation: Transfers the sales tax on transportation projects to the transportation budget from the general fund.

This concept has been around since 2015.

**HB 1528 (2021) -  
Transfer sales tax on  
transportation projects  
to the transportation  
budget**

Gas tax dollars pay for transportation projects. The sales tax on those projects should be returned to the transportation budget, not the general fund.



# Questions?



## Messaging

If you want message points on each individual bill, ask your PIO.

